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MONDAY, APRIL 27, 1908.

一拜禮 號七十二月四英港香

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## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**  
CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKYO. CHEFOO.  
KOBE. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
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SAN FRANCISCO. LIOANING.  
HONOLULU. MUKDEN.  
HOMBAI. TIENTSIN.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

**INTERNATIONAL BANKING CORPORATION.**

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.  
Fixed Deposits 12 months 4% per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3% do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 18th November, 1907. [26]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

AID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... Sterling £1,500,000 at 2/- = \$15,000,000  
Silver ..... \$13,500,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.  
E. Goetz, Esq., Deputy Chairman.  
E. G. Barrett, Esq., E. Shullin, Esq.,  
G. Friedland, Esq., E. Shewan, Esq.,  
A. Fuchs, Esq., H. W. Slade, Esq.,  
G. S. Gubbay, Esq., H. E. Tomkins, Esq.,  
C. R. Leismann, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.  
For 6 months, 3% per cent. per annum.  
For 12 months, 4% per cent. per annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 23rd April, 1908. [24]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [28]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,475,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED—ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 6th January, 1908. [29]

**DEUTSCH ASIATISCHE BANK.**

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Hankow, Oalcutta, Hamburg, Hongkong, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Posts.

**PENINSULAR AND ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELTA ..... Capt. C. L. Daniel ..... }	About 30th April	Freight and Passage.
MOJI, KOBE & YOKOHAMA	{ OANDIA ..... Capt. O. Jones, R.N.R. .... }	About 30th April	Freight only.
LONDON, &c., via usual Ports	{ DEVANHA ..... Capt. T. H. Hyde, R.N.R. .... }	2nd May.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ NORE ..... Capt. G. Phillips ..... }	About 6th May	Freight and Passage.
SHANGHAI & HANKOW	{ CEYLON ..... Capt. G. W. Babot ..... }	About 9th May.	Freight and Passage.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 25th April, 1908. [7]

## Intimations.

**LANE, CRAWFORD & CO.**

(TELEPHONE 97).

NEW STOCK OF  
SLAZENGER'S AND BUSSEY'S

TENNIS RACKETS.

\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.

MARKERS NET REGULATORS.

COURT MARKERS.

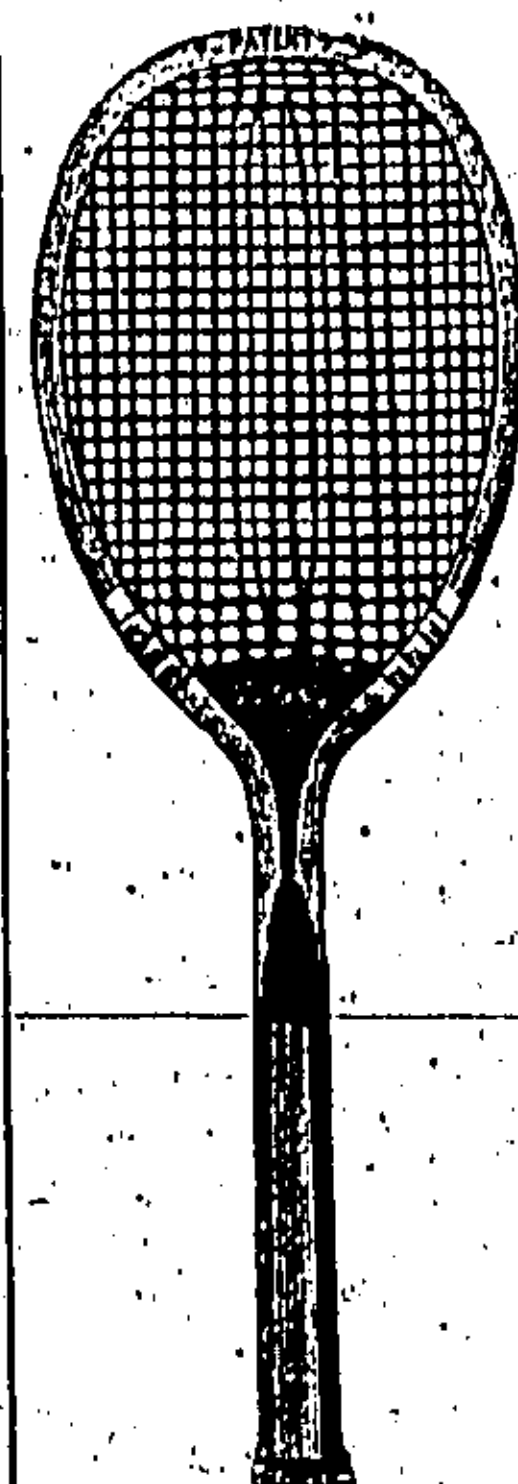
RANSOME'S

LAWN MOWERS.

TENNIS SHOES.

\$0.60, \$8.60 and \$10.60 per pair.

LANE, CRAWFORD & CO. [38]



Telephone

No. 75.

CHAMPAGNES, HOCKS & MOSELLES,  
SHERRIES, BRANDIES,  
MARSALAS, GINS,  
MADEIRAS, WHISKIES,  
PORTS, VERMOUTHS,  
CLARETS, BITTERS,  
BURGUINDIES, LIQUEURS,  
ALES, BEERS & STOUTS.

**CALDBECK, MACGREGOR & CO.,**

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

**THE CITY OF PARIS,**  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PRINCE STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of  
**NEW SPRING GOODS.**

Direct from Paris.

**CHAMPAGNE.**

**G. H. MUMM & CO.**

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

## Shipping—Steamers.

**HONGKONG, CANTON, MACAO**

AND

**WEST RIVER STEAMERS.**

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,365 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,250 Tons,

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,**

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

**KOWLOON HOTEL,**

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the Colony.  
Electric Lights, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern Luxury.  
Billiards and Bowling Alley.  
Moderate Terms and No Extras.  
Modern Management.

Telephone Address:

"CHEF" HONGKONG.

Telephone No. 74.

O. E. OWEN,

Proprietor.

**VICTORIA HOTEL,**

(TELEGRAMS—VICTORIA—SHAMKUN),

SHAMKUN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,  
Manager.

**MACAO HOTEL,**

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRATA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

WM. FARMER, Proprietor.

**HOTEL CRAIGIEBURN,**

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS. Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909.

## Hotels.

**HONGKONG HOTEL.**

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [5]

**CONNAUGHT HOTEL,**

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT



Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY 1st May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"YORCK" Capt. J. Raedemann	WEDNESDAY, Noon, 6th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. H. Förmes	About WEDNESDAY 6th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"YARNA"	Sellier	27th April, afternoon.
MARSEILLES, VIA PORTS	"ARMAND BEHIC"	Guionnet	28th April, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"ERNEST SIMONS"	Girard	11th May, afternoon.
MARSEILLES, VIA PORTS	"AUSTRAL"	Verron	12th May, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles. For further particulars, apply to

J. MILLET, AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th April, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING. For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots. S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING. LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEE. Consultation Free. Hongkong, 26th June, 1904.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY. 35, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1907.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand. (plates and angles will be tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 13rd, 1905.

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH1	JAVA	Second half April	AMOI	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAPAN	First half May
TJILATJAF	JAVA	Second half May	SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 21st April, 1908.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices—please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

Hotel.

KAMAKURA KAIHIN IN HOTEL, KAMAKURA, JAPAN.

THIS modern Hotel, completely rebuilt, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

B. APPEL, Manager.

Hongkong, 14th April.

PIR AT DRURY LANE THEATRE.

EXCITING SCENES.

Almost—but not quite—a national calamity happened yesterday, reports the London Morning Leader of 26th ult. In the dim hours of early dawn, Drury Lane Theatre caught fire (from some cause yet to be explained), with the melancholy result, that to-day the vast stage, with a great deal of its fittings and appliances, is a smoke-steeped, drenched, and charred ruin.

Earliest reports told us that the dear old "Lane" had been totally destroyed, but London in general and the hundreds of thousands of lovers and patrons of Drury-drama, will be relieved to know that the worst has not happened, and that the splendid auditorium is practically undamaged. It is simply dinged somewhat with smoke, and the orchestra is puddly with water; but for the rest all is well.

Happily, in the very earliest stages of the fire, the heavy fireproof curtain was lowered, and thus was the outbreak confined totally to the stage. Otherwise the greatest historic spectacle ever conceived by an Augustus Harris or an Arthur Collins would have faded into time's insignificance beside the gorgeous and awe-inspiring probabilities of "what might have been."

NO EXPLANATION OF THE CAUSE.

At present nobody can guess what started the blaze. Thanks to the stringency of the L.C.C. regulations, there has been no gas "behind" for a long time, and it seems quite improbable that any of the electric wires could have fused.

The pantomime was over, and the theatre was closed for preparations for the second edition of that popular and dividend-drawing production, "The Sins of Society." But they are always busy at Drury Lane, and when, in the dizzling dawn of yesterday, the fire broke out there were plenty of stage hands near by—including members of the theatre fire brigade—to do all in their power to avert disaster.

A night workman, going home at about half-past four a.m., was the first to make the discovery that the theatre was alight. Clouds of smoke, piling above the roof over the stage and of the building and the crackle of burning wood sent him with all speed to Bow-st. Police-station near at hand. The alarm was spread as quickly as it could be. The sleeping Strand woke up to the noise of clashing engines, the market dealers at Covent Garden hurried across, and a number of guests at the new Waldorf Hotel joined in the thick-gathering throng which surged into the narrow streets near before a strong detachment of police could clear the ways to give elbow-room to the brigade.

FINX DISPLAY FOR THE CROWD.

A brigade call was circulated, and Capt. Hamilton was soon on the spot with engines tearing up in his train and giving the crowd a fine pyrotechnic show of sparks and splutters. Meanwhile, Old Drury's magnificent stage—the finest, maybe, in the world—was giving up the ghost in splendid harmonies of flame and fury. Overhead, a vast pall of smoke hung in impressive imitation of stage thunderstorm by Barker. Into this pall long, thin tongues of flame buried themselves; sparks flew in golden showers, and every now and again burning fragments of theatrical fabric were hurled high into the air, to fall some time after still burning and extremely dangerous to surrounding property.

There was terror in the tenements in York-st.—almost next door. Many people hurried out into the chilly street very scantily clothed, half asleep and wholly scared. The police woke the rest, and told them that while there was no immediate hurry to move, the occasion was more pressing for a change than the simple proximity of quarter day called for. Hence a stampede. Some of these suddenly-homeless wanderers of the night were conveyed by the police to Bow-st., where they were given hot coffee and Metropolitan consolation, and subsequently liberated.

NO PANIC.

There was no panic, of course; indeed, it was all strangely redolent of pantomime at its best, with the Demon King as principal performer. One gentleman from a house close to caused some consternation by appearing in the full glow of the fire (now raging viciously) inconspicuously attired in a silk hat and a night-shirt. Perhaps the exigencies of fate excused him.

By the time that daylight crept over the heavy sky it was clear enough that the stage of the historic old theatre was condemned to complete demolition. The brigade worked splendidly. The stage doors were battered in, and hose nozzles spat defiance into the furnace—to little purpose.

Tall fire escapes were trundled up to the facade whereop more firemen mounted, and, clambering to the roof, stood in grim silhouette against a background of blaze and, half-roasted, did most desperate things.

From time to time Col. Fox and his salvage men slipped into the big, dim auditorium to ascertain how things were going there. There was always danger, for lithe spirals of smoke were stealing in (thievishly across the asbestos curtain which so far had done its work nobly: Would it hold? That was the question.

A TREMENDOUS CRASH.

A few feet away, behind the tall grey curtain, with its white fireproof lettering just discernible in the gloom, a fair example of inferno was letting itself go in red ink.

Presently there was a tremendous crash! With the collapse of the roof a great steel girder just behind the curtain fell, and the excited crowd outside were treated to one more pitiful Brock's Bonfire. Would the curtain hold after that? There was a doubt—but it did; and the great effort that Capt. Hamilton and his men had prepared for in case of the collapse was not happily called for. The auditorium, with all its costly decoration of gold and plush, was saved. The stage, burnt itself out, over the fall and bubble of hundreds of tons of black water, and by six o'clock

there was little to be seen beyond smoke and ash.

COVERED BY INSURANCE. Of course, everything is insured—building in the Sun Company and the contents in Lloyd's.

The theatre belongs to the Duke of Devonshire, but the Theatre Royal Drury Lane, as everybody knows, is run by a company and managed by Mr. Arthur Collins. That gentleman was away in the Midlands when the fire broke out. He was summoned back to London by wire, however, and arrived within an hour or so.

The present theatre, built on the ruins of the building destroyed in 1869, was intended to be a theatre of the future, and was supposed to be fireproof. When it was opened, exactly 14 years ago, an epilogue, written by George Colman, was spoken by Miss Farrow in which defiance was hurled at the Fire Furies.

MISCHIEVOUS AND UNFOUNDED.

Mr. Arthur Collins, addressed the letter to us last evening in which he contradicted in your next issue the mischievous and unfounded report of the destruction of Drury Lane Theatre by fire this morning. Nothing could be further from the truth.

What occurred might better be described as a fire confined to the stage, the principal damage done being to the roof, griddons, flies, scenery, and properties; the auditorium, thanks to the safety-curtain, being practically untouched by the flames. In addition, all the rooms abutting on the stage, such as palm-rooms, ball-rooms, carpenter's room, and dressing-rooms were also quite immune from the effects of fire.

Necessary repairs will be put in hand at once, and there is no reason to doubt the stage of the National Theatre will be in working order and ready for the annual autumn production.

To Let.

TO LET.

A HOUSE in KNUXTFORD TERRACE, Kowloon. No. 3, CANTON VILLAS. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st April, 1908. [159]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession. Apply to—

A. RAYMOND, C/o S. J. David & Co. Hongkong, 23rd March, 1908. [177]

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters. ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 3, DES VUEUX ROAD, CENTRAL, above our office, suitable for Business Premises or Dwelling. Apply to—

DAVID SASSOON & Co., LD. Hongkong, 6th April, 1908. [257]

TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to— JARDINE, MATHESON & Co., LD. Hongkong, 21st March, 1908. [338]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VUEUX ROAD Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Apply to—

THE COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central. Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VUEUX ROAD next to the Hongkong Hotel. FIVE in MOUNTAIN TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground. No. 10, DES VUEUX ROAD CENTRAL, 1st Floor. HOUSES in WONG-KEI-CHONG ROAD. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 10th April, 1908. [160]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate. FLATS for Europeans in WILD DILL BUILDINGS, No. 147, Wanchai Road. Apply to—

PERCY SMITH & SETH. Hongkong, 16th December, 1907. [172]

TO LET.

NO. 4 and 5, LEIGHTON HILL ROAD. Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD. No. 5, Queen's Road West. Hongkong, 30th March, 1908. [126]

THE

CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,350,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed. SHEWAN, TOMES & Co. General Managers. Hongkong, 19th March, 1908. [148]



## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

*Everything for Children's Wear:*  
SMART MODELS FOR PRESENT WEAR



**SUN HATS.**  
**GIRLS' HATS.**  
**CHILDREN'S MILLINERY.**

**W.M. POWELL, LTD.,**

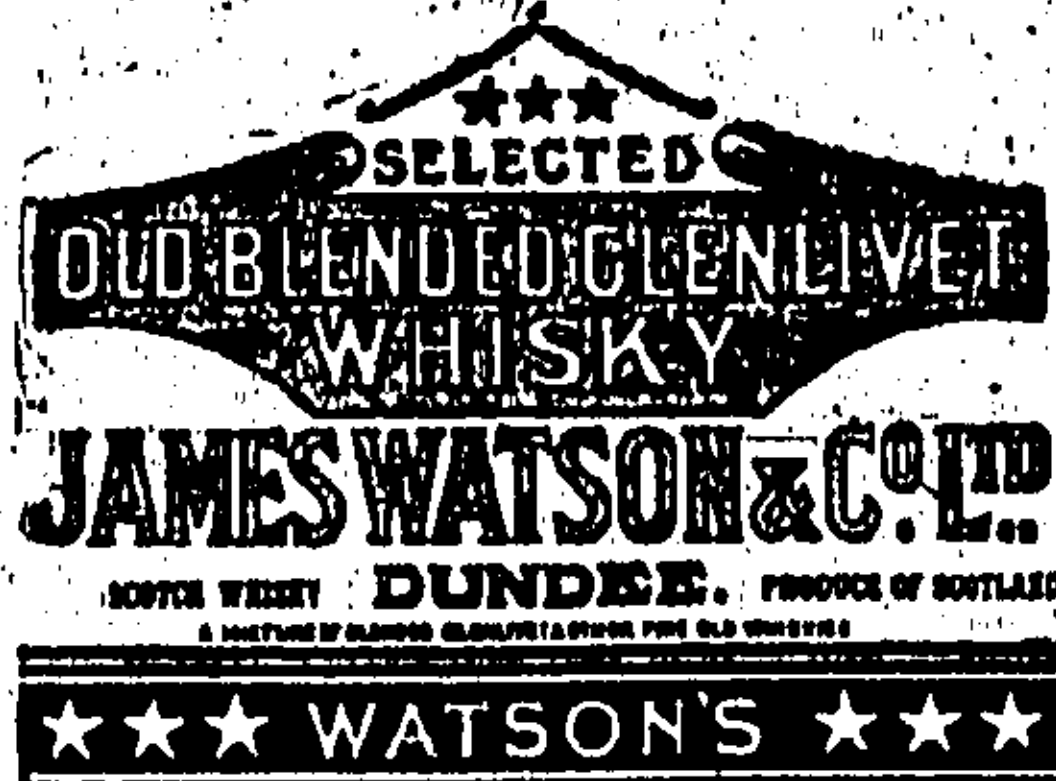
Des Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.

Hongkong, 26th April, 1908.

## Intimations.

THE TRADE MARKS ORDINANCE, 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that ROBERT LAWSON WATSON has, on the 26th day of July, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following label as a Trade Mark:—

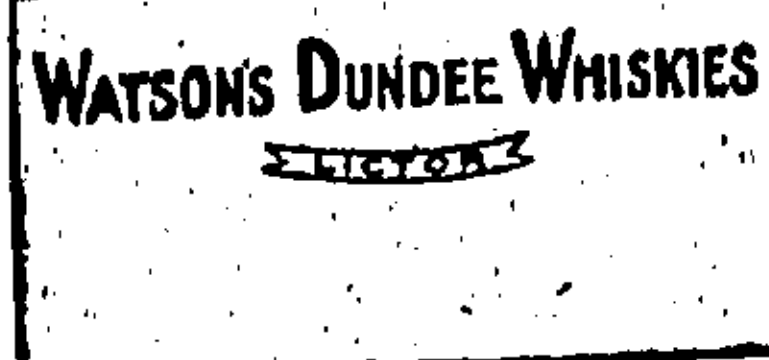


in the name of JAMES WATSON & CO., LTD., who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of WHISKY in Class 43. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.  
Dated the 27th day of February, 1908.

WILKINSON & GRIST,  
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that ROBERT LAWSON WATSON has, on the 26th day of July, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following label as a Trade Mark:—



in the name of JAMES WATSON & CO., LTD., who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of WHISKY in Class 43. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.  
Dated the 27th day of February, 1908.

WILKINSON & GRIST,  
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that ROBERT LAWSON WATSON has, on the 26th day of July, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following label as a Trade Mark:—



Very N.P.O. Fine  
**Old Scotch Whisky**  
Age & Quality Guaranteed  
*James Watson & Co. Ltd.*  
DUNDEE  
ESTABLISHED 1850

in the name of JAMES WATSON & CO., LTD., who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of WHISKY in Class 43. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.  
Dated the 27th day of February, 1908.

WILKINSON & GRIST,  
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that SEEBOHM & DIECKSTADT LIMITED, of Dannemora Steel Works, Sheffield, England, Steel, File and Tool Manufacturers, have, on the 8th day of January, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of SEEBOHM & DIECKSTADT, who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants since the year 1884 in respect of the following goods:—

STEEL, in Class 5.  
JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, Des Vœux Road Central,  
Hongkong.

**A BROKEN-DOWN SYSTEM.**  
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being drowsiness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what a loss to the individual in all such cases is to be a victim of this system.

**THE NEW FRENCH REMEDY THERAPION NO. 3**  
It is a medicine of a new kind, and one that is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

**THE EXPIRING LAMP OF LIFE.**  
LIGHTED UP AFRESH.  
A new and brilliant light, of what kind and of what power, is a matter of course, and one that is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative agent, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

**THERAPION** is the principle of the French system of medicine. It is a medicine of a new kind, and one that is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

## WANTED.

SITUATION as HOTEL MANAGER, ASSISTANT or SECRETARY. Fourteen years' experience in the East.  
1st Class reference.  
Address—  
"ROTYAHC,"  
C/o this Office.  
Hongkong, 21st April, 1908. [436]

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.  
Evening engagements for Dances and Concerts.  
Apply to—  
E. J. LOPES,  
C/o Hongkong Telegraph Office.  
Hongkong, 9th March, 1908. [32]

**JAPANESE MASSAGE,**  
F. KAWASAKI.

**GRADUATE of KOBE MASSAGE SCHOOL,**  
No. 36, PRAYA EAST, WANCHAI, HONGKONG.  
Telephone 164.

**TERMS:**  
SINGLE ENGAGEMENT (one hour)...\$ 2  
ONE WEEK ..... 10  
ONE MONTH ..... 30

Attendance at Patients' Residence.  
Hongkong, 31st March, 1908. [379]

**PABST BREWING COMPANY, MILWAUKEE.**

**FRESH SUPPLIES**  
ALWAYS KEPT IN STOCK

SIEMSEN & Co.,  
Agents for  
HONGKONG & SOUTH CHINA.  
HONGKONG, 20th July, 1907. [100]

**50 PER CENT LESS.**

WE WILL SELL OUR ENTIRE STOCK OF

**BICYCLES and ACCESSORIES**

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 8th

MARCH.

Remember we will remove to our

Shops on the 7th inst.

**DRAGON CYCLE DEPOT.**

11, D'AGUIAR ST.

Hongkong, 22nd March, 1908.

## N. D. LLOYD.

## THE ANNUAL REPORT.

The Norddeutscher-Lloyd is the last of the great German steamship enterprises to present its annual report. From a dividend point of view it is worse than that of the Hamburg-American Company, for the distribution is at the rate of 4 per cent, compared with 8 per cent for 1906. The causes assigned are those with which we are getting pretty familiar. Rate wars, the American financial crisis, arrest of emigrant traffic, strikes, and dear coal—these all find mention as contributing to bring about a disappointing year. More business has been done, both in passengers and freight, but the profit has been less. For this reason, among others, the directors of the Norddeutscher-Lloyd welcome the agreement recently entered into with competing companies as ensuring a tranquil and profitable development of business during the current year. The four years' agreement with the Hamburg-American Line is referred to as foreshadowing "the profitable co-operation of both companies."

In the trade with the Far East the Hamburg-American Line has, the report says, "renounced the passenger service for a number of years." Henceforth the Norddeutscher-Lloyd has "only to reckon with the competition of the foreign companies." It was by the way, in connection with its East Asiatic Imperial Mail Line, that the Norddeutscher Company recently arranged a call at Algiers. The experiment is now described as a very fortunate one. A constantly increasing passenger movement between Algiers, Southampton and Genoa is reported. In general, the company's Mediterranean business is returned as favourable, but it is admitted that the Heliopolis and the Cairo, the new turbine boats of the Egyptian Mail Steamship Company, offer strong competition in the passenger traffic between Marseilles and Alexandria. Complaint is made of the competition of the Japanese lines, which are described as supported by "a big State subsidy," but this has apparently not prevented the Norddeutscher-Lloyd from making arrangements for the Nippon Company to go out of the Bangkok-Hongkong trade.

The catering arrangements on Atlantic liners form a subject of perennial interest. It is desirable, therefore, to note the fact that the first-class restaurant service, with diners à la carte at small tables, which was established by the Norddeutscher-Lloyd on its new Atlantic express steamer Kronprinzessin Cecilie, has met with such approval that the system is to be introduced on the company's three other express boats. As regards submarine signalling, "the remarkably successful experiences of our captains" have led the company to order receiving apparatus for additional ships. "Since the new lightship at Norderney has been provided with a submarine bell, our vessels are," says the report, "in a position to receive these signals from all the lightships from the mouth of the Weser to the English Channel, and thus to ascertain their position in foggy weather."

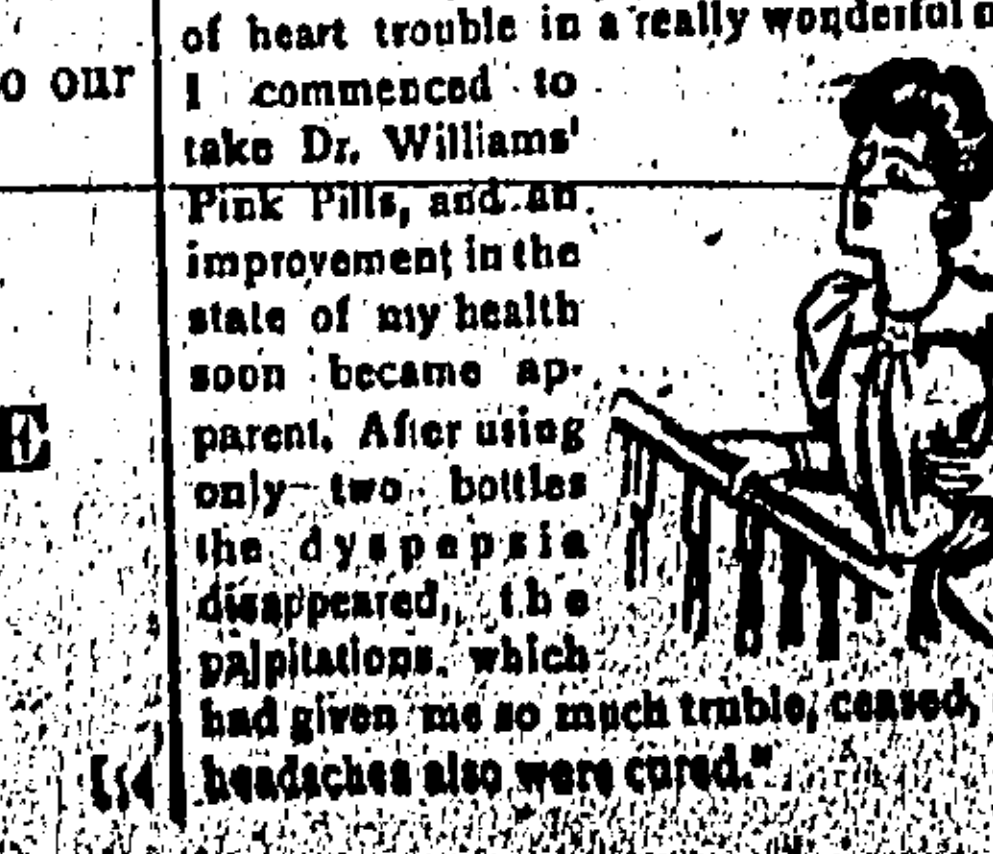
In the work of exploration it would seem that even a steamship company can nowadays take a hand. Not content with circumnavigating the globe 20 times in a single year, with owning coal mines, and participating in dock, steamship, and machinery companies, the Norddeutscher-Lloyd is now hunting after phosphates. "The great importance which the further economic development of the South Sea territory possesses for our lines working there has caused us in the past year," says the company's report, "in connection with friendly firms, to send an expedition for investigating the mineral wealth of the island territories. The outcome of this expedition is the discovery of rich phosphate deposits on different islands, for the exploration of which we have, in common with the participating firms, secured the necessary concession from the Imperial Government. The movement of commodities within the Bismarck Archipelago, which is carried on by our steamers Sumatra and Langkoong to the depot created by us at Simpsonhafen, is going on slowly but steadily." The only drawback appears to be the lack of a cable connecting Simpsonhafen with the outside world.

**COULD SCARCELY CLIMB THE STAIRS.**

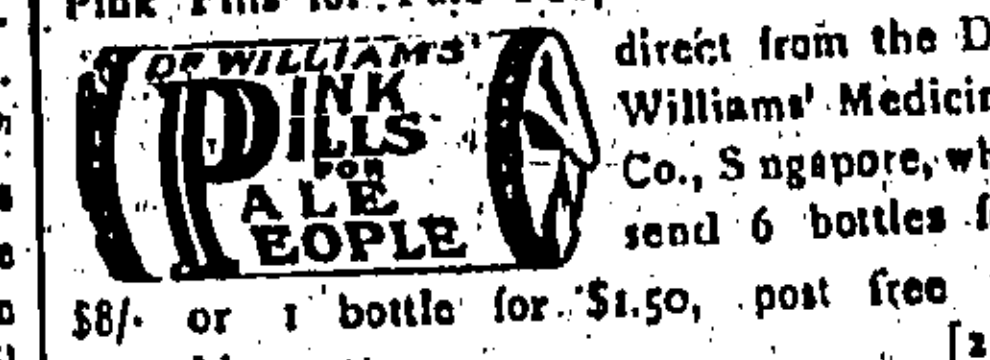
COLOMBO YOUNG LADY CURED OF HEART TROUBLE, SICK HEADACHES AND DYSPEPSIA BY

Dr. Williams' Pink Pills.

Miss Jocelyn de Joog is the daughter of a well-known and highly respected member of the Ceylon Civil Service. When interviewed at her residence, 119 Colpetty Road, Colombo, this young lady generously gave permission for the publication of the following facts, so that other ladies afflicted as she once was may learn from her experience.  
"Some years ago I was suffering greatly with palpitations of the heart, sick headaches and dyspepsia," said Miss de Joog. "So greatly did the palpitations trouble me that I could scarcely climb the stairs, and I was also a victim to shortness of breath, and coldness of the hands and feet. I saw medical men and took the medicines they prescribed, but obtained no relief. Then my father advised me to try Dr. Williams' Pink Pills for Pale People, these pills having cured him of heart trouble in a really wonderful manner. I commenced to take Dr. Williams' Pink Pills, and an improvement in the state of my health soon became apparent. After using only two bottles the dyspepsia disappeared, the palpitations, which had given me so much trouble, ceased, and the headaches also were cured."



In most intelligent minds the question must sooner or later arise, "How can this one medicine, Dr. Williams' Pink Pills for Pale People, cure so many different ailments?" The answer is that an unhealthy condition of the system is almost invariably caused by weak or impure blood, and it is because they are the greatest blood tonic medicine known to Medical Science that these Pills are the remedy for so many forms of ill-health. Testimony proves that Dr. Williams' Pink Pills have cured almost numberless cases of Anæmia (weak watery blood), Palpitation, Liver Complaint, Indigestion, Nervous Debility, Headache, Early Decay, Rheumatism, Paralysis, Beri-Beri, Malaria, skin disorders, such as Eczema, Scabies, Pimples and Boils, and the after-effects of Fevers, Dysentery and Chills. They are world-renowned as the specific for the special ailments which trouble women between youth and middle-age, and men broken down by overwork, and are speedily restored by their use. Obtainable at most shops where medicines are sold. Dr. Williams' Pink Pills for Pale People can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8/- or 1 bottle for \$1.50, post free to any address. [2]



**Auction.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions from The Official Administrator, to sell by

**PUBLIC AUCTION,**  
For account of the Estate of the late Captain McKenna and others,  
TO-MORROW,

the 28th April, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,  
**SUNDRY GOODS AND EFFECTS**  
of the above Estates,  
Comprising:—

**TRAVELLING BAGS AND TRUNKS,**  
**CLOTHING, BOOKS, JEWELRY, &c.**  
ALSO  
**ONE SEXTANT IN CASE.**

**TERMS:—**As usual.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 27th April, 1908. [447]

**Public Company**

**THE HONGKONG ELECTRIC CO., LD.**

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, 12, Building, on SATURDAY, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1908, and electing Directors and auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.  
By Order of the Board of Directors,  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 13th April, 1908. [421]

**Notice of Firm**

**INTERNATIONAL SLEEPING CAR**  
and  
**EXPRESS TRAINS Co.**  
(THE  
**GREAT TRANS-SIBERIAN ROUTE**  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

**SHEWAN, TOMES & Co.**  
Agents.  
Hongkong, 21st July, 1907. [447]

**Consignees.**

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 24th April, 1908. [44]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than TEN CENTS (10 cts) per Sheet.

THE MANAGER,  
Hongkong, 24th April, 1908. [44]

Hongkong, 24th April, 1908.

Hongkong, 24th April, 1908.

Hongkong, 24th April, 1908.

Hongkong, 24th April, 1908.

Hongkong, 24th April, 1908.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"POONA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 21st April, 1908. [17]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW, the 21st of April, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of April, at 9.30 A.M.

All claims must reach us before the 2nd of May, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 21st April, 1908.

FROM EUROPE.

THE H. A. L. Steamship

"BRISGAVIA"

Captain Girstenbrau, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th April, 1908. [443]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1847.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**

**E**

VERY OLD LIQUEUR

**SCOTCH**

**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

or

**GENUINE AGE**

AND

**FINE MELLOW**

**FLAVOUR.**

Per Case - - - \$16.50

Watson's

**D. SHERRY**  
SUPERIOR PALE DRY.

Per Dozen .....\$19.50

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908

[33]

## BIRTHS.

On April 18, 1908, at Shanghai, to Rev. and Mrs. A. C. Bowen, a son. (ALBERT LANDER).

On April 20, 1908, at Shanghai, the wife of V. WATSON PAUL, of a son.

On April 22, 1908, at Shanghai, the wife of E. A. MASON, of a daughter.

On April 22, 1908, at Penarth, Wales, the wife of GEORGE APPLBY, I.M. Customs, Canton, of a son.

## MARRIAGE.

On April 23, 1883, at Shanghai, J. R. DONOVAN, of the Imperial Maritime Customs, to MARGARET CONSTERDINE.

## DEATHS.

On March 23, 1908, in Redlands, Cal., at the home of his son, E. G. Pratt, Capt. NICHOLAS PRATT, aged 68 years, late C. M. S. N. Co.'s Service, Shanghai.

March 25, at Purley, F. O. SEATON, aged 53.

**The Hongkong Telegraph**

HONGKONG, MONDAY, APRIL 27, 1908.

**A QUESTION FOR THE CHAMBER OF COMMERCE.**

From time to time the news has filtered through from Canton to the effect that the Peking authorities had given instructions to the Mint in the Southern capital to proceed with the coinage of silver dollars in order to provide for the requirements of trade in the Kwang Provinces. The idea has generally been accepted as an indication that the Imperial Government was desirous of carrying out its obligation under the Mackay treaty to standardise the Chinese currency throughout the Empire, but later information has usually shown that these instructions were not seriously meant, or, at all events, the Mint need not give effect to the orders. It now appears, however, according to information gathered by our correspondent at Canton, that the Mint has at length acted upon these instructions, for 32,000 whole dollars have been coined and are now in the hands of the Shing Hou Chu for circulation. Granting that this information is correct, and there is no reason whatever to doubt its truth, it is extremely probable that the labyrinthine difficulties surrounding the subsidiary coin question in Hongkong will be rendered more intricate and unsettling in the very near future. It must be well within the recollection of readers that when the Government at Canton realised the immense

profits which could be made by the coinage of Kwangtung 20-cent pieces, the Mint was set at work night and day to produce these tokens, until the market was flooded with a debased currency which degraded the market in Hongkong. Indeed, matters became so bad that the then Governor of the Colony was compelled to interfere and, through the Consul-General at Canton, to expostulate with the Viceroy regarding the abnormal and unnecessary output of 20-cent coins. That remonstrance was accepted in the right spirit by the Viceroy, who gave the assurance that the Mint would be closed down for a considerable period to permit of the natural absorption of the surplus coins. But although the Mint was closed down there was nothing to show that the Canton Government would abide in every detail by their promise, for there was every reason to believe that as the result of the feverish activity at the Mint the authorities retained an enormous quantity of the token money, which could be gradually unloaded on the market as the Government might think fit. That this procedure was adopted there is every reason to believe, so that while the Provincial authorities acknowledged the justice of the complaint from Hongkong by refraining from the coinage of additional money, they maintained the situation by the circulation of the stock which had been allowed to accumulate. The inevitable consequence is seen in the discount demanded on Kwangtung 20-cent pieces, and the correlative effect on the currency of Hongkong. If the position is to be still further embarrassed by the circulation of silver dollars coined in Canton the result may be decidedly serious. There is, of course, no objection to the Mint coining dollars sufficient to meet the needs of the two Provinces which are administered from Canton, but there is every reason to fear that unless the output is checked the Hongkong market will be inundated with a plethora of depreciated coins which will make confusion still worse confounded in the local bazaar. It cannot be believed that Chinese dealers will refuse to accept the currency of the mainland, especially when there is a certain amount of stringency in trade circles, and it may therefore be predicted that Kwangtung dollars will speedily become as much of an incubus as the 20-cent pieces. In these circumstances it behoves the Chamber of Commerce to take time by the forelock and secure the co-operation of the Government in demanding that a limit should be placed on the circulation of the new currency, so that it may not find its way in increasing amounts into the exchange of this Colony. The matter should not be difficult of arrangement with the Government at Canton, but if it is not taken in hand at once the evil will be found to have taken root and all future efforts to stamp out the depreciated coinage will prove futile. It is a question which will not permit of delay and the sooner the Chamber of Commerce proceeds to deal with it the more likelihood there is that their object of restricting the indiscriminate coinage of silver dollars will be attained. The attention of the Government of Hongkong should be directed to the subject and representations made to the Viceroy, through the British Consul-General at Canton, regarding the importance of maintaining the value of the currency by limiting the operations of the Mint.

## LOCAL AND GENERAL.

COMMANDER J. C. TANCRED, who is well known on the China Station, has been appointed King's Harbour Master at Malta. The billet is worth about £600 per annum.

BREVET-COLONEL F. E. KEM, R.G.A., commanding the garrison companies at Hongkong, shortly completes his five years' service as a regimental lieutenant-colonel, and will be placed on half-pay.

THE *str. Tufao Maru*, which was burnt near Chikling on September 18, last year, and has been reconstructed by the Shanghai Dock and Engineering Co., Ltd., had a successful trial trip up-river on 23rd inst.

ENGINEER-LIEUTENANT H. Hodson has been appointed to the *King Alfred*, flagship of the China Squadron, and Engineer-Lieutenant A. Drought has been appointed to the *Tamar*, Hongkong, for duty with the destroyer *Whiting*.

Messrs. Benjamin and Potts of Shanghai advise that they are in receipt of telegraphic advices to the effect that the Oriental Consolidated Mining Co., Ltd., has declared an interim dividend of fifty cents (50c) per share on account of the year ending June 30, 1908.

RETURN of visitors to the City Hall Library and Museum for the week ending the 26th April, 1908:—

	Library.	Museum.
Non-Chinese.....	282	262
Chinese .....	138	2,422
Total .....	420	2,684

The *Nagasaki Press* states that a seaman, named O. Bouler, belonging to the crew of the British barque *Kamuro*, at Nagasaki on the 16th instant fell from the top of a mast and sustained injuries which proved fatal within a few minutes. He was a native of Hamburg, 19 years of age, and joined the vessel at San Francisco on January 15.

It is rumoured that the Japanese authorities intend to demand from the Chinese Government the payment of compensation for the death of the Captain of the *Taiyu Maru*, Hirokichi Terumasa, which it is alleged, occurred on March 28, through the seizure of the vessel by the Chinese authorities.

THREE arrived from Singapore by the *Purys* this morning. M. Nallo, the chief assistant in the Singapore agency of the M. S. Agencies Maritimes. M. Nallo succeeds M. Millet as acting agent of the company at Hongkong, a post for which he is eminently qualified by his long experience in the East and business capacity. M. Delacolie has already arrived at Singapore from the Aden agency as M. Nallo's successor.

A TOKIO despatch of 23rd inst. says:—The negotiations with regard to Japanese fishing rights around Kwangtung and in adjacent waters have been concluded without being transferred to Peking. The agreement arrived at is that Japanese fishermen in plain clothes will travel on board the convoys for the protection of Japanese fishermen; and that the latter may purchase native licences to engage in fisheries in adjacent waters.

It has been officially stated that no more encouragement shall be given at present to induce Chinese students to go to Japan for study. The openings in Canton are all filled up. It is pointed out, as indeed is probably true, that men have gone to Japan and received a smattering of so-called modern education. When they have returned it has been found they are almost as useless as when they went. This is to be stopped.

SIX weeks' hard labour was the sentence passed on a coolie (Tam Tai), by Mr. J. R. Wood, in the Police Court, to-day, for attempted burglary. Tam was seen by Policeman Cockle, at about eight o'clock last night, trying to force open one of the windows of 350, Des Voeux Road West—premises used as a godown. His defence when arraigned before the Magistrate was that he wanted to get out of the rain. The Magistrate obliged him.

THE Admiralty are asking for the names of shipwrights who would be willing to fill the vacant position of Inspector of Shipwrights at Hongkong Dockyard. The accepted candidate must be prepared to serve for not less than three years, and the pay offered is \$24 per week, in addition to charge pay, house allowance, and Colonial allowance, which will amount to \$18.75. To meet the increased cost of living the house and Colonial allowances have been temporarily increased by 75 per cent.

THIS afternoon, the Justices of the Peace, comprising Messrs. J. H. Kemp, J. R. Wood, Capt. Lyons and Mr. W. Bowen-Rowlands, convened a meeting at the Magistracy to consider an application from John Elvin Barker for the transfer to him from one L. M. Lobo of the publican's licence to sell by retail intoxicating liquors on the premises Nos. 148 and 150, Queen's Road Central and 90 and 101, Wellington Street, under the sign of The Sing Hotel. There were no police objections and the application was granted.

POLICE Sergeant Gordon, of Cheung Chau Police Station, arrested three fishermen in Cheung Chau harbour on Saturday night on a charge of being in possession of dangerous goods without permission, the fishermen belonging to deep sea fishing junk No. 12345. When the junk was raided two pounds of dynamite, one box of detonators, and a coil of fuse were found hidden in the hold. These were kept for the purpose of stopping fish. The accused pleaded guilty to the charge and were fined \$35 each. The fines were paid.

A COOLIE, giving the name of Leung Kwai; was, in the Police Court, to-day, ordered to be detained in police custody until to-morrow pending certain inquiries which are to be made. The charge against Leung was one of housebreaking and theft. It appears that about five o'clock this morning he gained admission to house No. 18, Sai Xuen Lane, by forcing back the bolt with a chisel. This house is occupied by an accountant and a coolie who work in the grocer's shop on the ground floor. Leung, it is alleged, collected about \$100 worth of clothing and jewellery and money, which he made into a bundle. Here misfortune overtook him. In leaving the house he fell over a chair. This awoke the inmates, who seized him. He appeared before Mr. J. H. Kemp, and was remanded.

AT the Police Court, this morning, Acting Inspector Fenton asked Mr. J. H. Kemp to impose no penalty on a man named Munro—a stoker on board one of the ships in harbour—who was charged being with drunk and incapable in 'Connaught Road Central on Saturday. He thought that Munro had received sufficient punishment already. Some time on Saturday afternoon Munro staggered to the waterfront in search of a sampan to return to his ship. He got too near the edge of the quay wall and, tripping himself up, fell into the water. Luckily he could swim, and swim he did to the nearest pier, where he landed. After a rest, Munro was, so it was alleged, about to enter the water again to 'swim to his ship,' but he was arrested. He was removed to the Central Police Station and given a change of clothing. The Court agreed with the inspector that Munro had had enough and discharged him with a caution, 'not to come up here again.'

## JAPANESE YARN.

PRODUCTION RESTRICTED.

TOKIO, April 19. The Japanese Spinners' Union has resolved upon a cessation of night work for three months besides a stoppage of work for five days and nights monthly. The application of this plan to the export of cotton yarn will reduce the production by about one-half.

## GALLANTRY IN THE HARBOUR.

PLUCKY ATTEMPT AT LIFE-SAVING.

Hongkong harbour has been the scene of many a gallant act. The deeds of heroism which are on record stand to the credit of many a civilian and others who go down to the sea in ships. The columns of the local Press bear eloquent testimony to the noble self-sacrificing efforts of many an individual who often places their lives at imminent peril in order to rescue those of their fellow-men who might have been placed in danger of drowning either as a result of their own suicidal tendencies or by accident. For every case of successful life-saving that is brought to public notice through the medium of the daily newspapers, we imagine there is an equal number that has never received prominence through the modesty of those whose best reward of gallantry is their own sense of duty performed by one fellow-man to another.

One of the most recent cases coming under the latter category came to our notice yesterday and it was our pleasure to put it on record to-day with a view of not only recording the gallantry of the plucky act but also of commending the deed for some sort of recognition on the part of the employers of the two gentlemen whose attempt at saving the life of an unknown Chinaman is, to say the least, worthy of the approbation to be expressed in some tangible form by a company whose business it is principally, to carry a living freight of tens of thousands of lives monthly.

From what we were able to gather the particulars of the incident are that on Friday night last about ten o'clock the *s.s. Kinkun*, of the Hongkong, Canton and Macao Steamboat Co., Ltd., was about to leave her wharf for Canton a Chinese male passenger was observed to jump overboard from the second deck of the river steamer. The alarm 'Man overboard!' was at once raised by the large number of native passengers on board who appeared to be in a state of great excitement. By one among the big crowd was the man who had taken the fatal leap observed to rise again in the water. The Chinaman appeared to be of the better class; he was dressed in a long silk coat and was talking to a Chinese girl before taking the desperate plunge. A Filipino watchman named Tablo was some ten yards distant from the Chinaman when he was on deck. He at once apprised Chief Officer J. H. Davey of the Chinaman's rash act, and as soon as he saw the Chinaman's head above the water, Mr. Davey got a life-buoy and threw it into the water in the direction where the man was seen to have jumped. Chief Officer Davey, without divesting himself of his clothes, dived after the Chinaman and swam around the side of the ship for about ten minutes without soiling any sign of the man. With the flat bottom of the *Kinkun* there was a heavy suction under her keel and it was probably due to that that the Chinaman never rose to the surface again. When all hopes of recovering the man had been given up, ropes were thrown into the water to Mr. Davey and Tablo who were then pulled up the side of the *Kinkun* to the deck. Too much praise cannot be bestowed upon the humanity of the spontaneous action of both Mr. Davey and Tablo for plunging into the water in a pitch dark night after the rescue of the unknown Chinaman.

## CANTON DAY BY DAY.

THE VICEROY'S TOUR.

[From Our Own Correspondent]

Canton, 25th April.

His Excellency the Viceroy left here yesterday at 1 p.m. and arrived at Whampoa at about 2 o'clock, where His Excellency landed and visited the Whampoa Naval College and the Whampoa Docks. The Viceroy also reviewed the students there, seeing them go through their drills. After a short stay at Whampoa His Excellency proceeded to the Boga Tigris where he inspected the different fortresses and the military college. His Excellency will also proceed to the Shek Luig district to make an inspection of the Canton-Kowloon railroad, etc. Viceroy Chang reported his departure from Canton on a tour of inspection to the East River, on the 24th instant, to Peking by wire.

## COLLISION.

A few days ago a steam launch came into collision with a rice junk in the vicinity of 'Lau Lik,' and the junk was considerably damaged, with the result that over 10,000 bags of rice were lost.

## COAL MINES.

The Kwangtung authorities have granted to Mr. Lau Ming Pak the sole privilege of working the coal mines in the Ho Yuen district, and Mr. Lau has asked the Canton Self-Government Society to float a company with sufficient capital to open the mines in question. The Society has now convened a mass meeting to take place to-day for the purpose of discussing matters with the object of forming a company to open the mines.

## FREE LIBRARY.

The Canton Press Society has established a library in Fu Shin street. Admission is free. The object of the library is to enlighten the public mind with wholesome literature. The Kwangchow Prefect Chan and the ex-Namhoi magistrate Chang have subscribed \$100 each towards the expenses of the institution.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday at which the Attorney General will move the second reading of the Bill entitled, 'An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1905; and the third reading of the Bill entitled 'An Ordinance to enable Foreign Corporations to acquire and hold land in the Colony.'

## The Japanese Boycott.

ALLEGED INSTIGATION BY FOREIGN FIRMS.

A STARTLING NEW VIEW.

The following telegram, dated April 16, and translated by the *Kobe Herald*, has been received by the *Asahi* from Hongkong. It presents a startlingly new view of the boycott. The suggested instigation by foreign firms is interesting but unconvincing.

'All the leading Japanese firms here admit that they have incurred serious losses through the boycott and take a pessimistic view of the future prospects. So far, the shipping business has suffered most, the American and Australian services of the N. Y. K., the South American and San Francisco services of the T. K. K., and the South China service of the O. S. K., being the most affected. The N. Y. K. and T. K. K. vessels can obtain scarcely any passengers or cargo. Messrs. Douglas and Co. appear to be determined to crush the business of the O. S. K. They are arranging to put on two more steamers. It seems to be a fact that the leading British, American and German shipbuilding companies are encouraging the boycott. Japanese tobacco, which obtained a hold at the time of the boycott of American goods, is being ousted by the American article. The Mail and Nippon Fire Insurance Companies and Tokio and Nippon Marine Insurance Companies are each losing business at the rate of over \$10,000 a month. Japanese coal and matches, which the Chinese cannot dispense with, are being sold, but all articles which can be replaced by foreign goods are suffering greatly. The Hongkong Government has prohibited newspapers from publishing inflammatory articles. It is also controlling the dispatch by telegraph of boycott manifestos, removing provocative placards, and generally doing all it can to check the movement. It is now clear that the boycott is not the unimportant matter which it was first considered to be in Japan. The action of the British, American, German and Dutch merchants calls for Japanese attention. At present no one has discovered any adequate means to stop the boycott, and in some quarters it is thought that the only thing to do is to let events take their course, as interference might only render the situation worse. With regard to Japanese marine products and some miscellaneous goods, the boycott may not continue for long, as there is reason to believe that foreign articles cannot compete with them owing to their cheapness, but the damage to the shipping business will undoubtedly be great.

It is reported from Nagasaki that the Chinese there have decided not to buy any Japanese marine products or other merchandise on and after April 1 (Chinese calendar). As marine products are the largest export to China from the port, the effect of the decision will be considerable. The Nagasaki Chamber of Commerce held a meeting on April 17, with a view to asking the Government to take steps in the matter.

## A COSTLY JAMBORREE.

FIVE CHARGES THE RESULT OF AN AFTERNOON'S OUTING.

A soldier belonging to the Royal Garrison Artillery, stationed at Lyceum, created some disturbance at the Belle View Hotel on Saturday afternoon. He was in the Police Court, this morning, to answer five charges, as follows: drunk and disorderly at the Belle View Hotel, assaulting the watchman; resisting the police and damaging a uniform to the extent of one dollar, refusing to pay his tram fare, and assaulting one of the tramway officials. He denied the charges. On Saturday afternoon defendant went to the Belle View Hotel and called for a drink. The manager gave orders to the 'boy' not to serve him as he had had sufficient already. The defendant got very angry and made a good deal of noise, it was said. The watchman was then called to put him out, but fled after a couple of knocks. Defendant next boarded a tramcar to return to barracks. Whether he had any money on him or not is not known, but he refused to pay his fare when approached. When pressed the second time he struck the conductor. Such was the story of the case as related by Inspector Robertson, of Shaikwan Police Station. The magistrate (Mr. Kemp) found the accused guilty on all counts and fined him—the total sum amounting to \$19.25, with the usual alternative.

## LICENCE REFUSED.

The much adjourned application of Charles Ernest Clifford for the transfer to him from Thomas Bernard Maguire of the publican's licence to sell by retail intoxicating liquors on the premises No. 2, Pak Shui Wan under the sign of The Belle View Hotel, was considered by the Justices of the Peace at the Magistracy, this afternoon. Mr. J. H. Kemp (first magistrate) presided. Others present were: Mr. J. R. Wood (second magistrate) Capt. Lyons (superintendent of police) and Mr. W. Bowen-Rowlands. After much discussion the Justices refused the application on the ground that the applicant could not produce satisfactory credentials.

## THE FIRES AT PEKING.

RESULTS OF THE INVESTIGATION.

Peking, April 22. Official investigation of the recent fires here shows that they are devoid of special significance, and they are now regarded as ordinary outbreaks, with the exception of the one which occurred in the Lama Temple. 'Owing to reports of thefts from this institution an inventory of its contents had been ordered. But on the day preceding that on which the inventory was to have been taken, the fire occurred. Presumably it was a device on the part of the priests to cover up traces of their delinquencies. The damage done by this conflagration amounted to Tls. 3,000.—N. C. D. News.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SIR ROBERT HART.

ARRIVAL AT SHANGHAI.

[From Our Own Correspondent]

Shanghai, 27th April, 2.50 p.m.

Sir Robert Hart arrived here to-day, and is looking well.

AN IMPRESSIVE SEND-OFF FROM PEKING.

Peking, April 22.

Sir Robert Hart left Peking at 8 a.m. to-day and proceeds from Tientsin to Shanghai on board a Revenue cruiser. From Shanghai he will travel to Europe by the N. D. L. S. York. The departure of Sir Robert Hart was the occasion of a great ceremony at the railway station. The Diplomatic Body, representatives of the Customs Service and the bulk of the foreign residents in Peking, were present on the platform to take leave of the Inspector-General. The Chinese Government was represented by their Excellencies Na Lung and Tieh Liang, of the Waiwupu, and by Chen Pi and Governor Tang Shao-yi. Guards of Honour were furnished by the Chinese authorities, and two bands were supplied by the British, American, Japanese, Italian and Dutch Legations.

Sir Robert Hart is looking well. His health has much improved recently, and he hopes to return to China at the end of the year for which he has been granted leave of absence. Should he be unable to return, the permanent appointment of an Inspector-General will then be made.—N. C. D. News.

NATIONAL BANK OF CHINA.

THE NOTE ISSUE.

[By courtesy of the "Shung Po"]

Peking, 26th April.

The Imperial Government has sent telegraphic instructions to Viceroy Tuan Fang to arrange privately with the Chinese Chamber of Commerce at Shanghai to promote the circulation of the notes issued by the National Bank of China.

Later.

The Board of Revenue in Peking agrees to guarantee the note issue of the National Bank of China.

STORM IN HANKOW.

S.S. "WOSANG" ASHORE.

[From Our Own Correspondent]

Shanghai, 27th April,

2.50 p.m.

There has been a storm in Hankow.

The s.s. *Wosang* is ashore.

Traffic is delayed.

HEAVY CASUALTIES AFLOAT.

[By courtesy of the "Shung Po"]

Shanghai, 26th April.

A severe storm raged in Hankow on the 24th inst.

Several hundred junks were sunk, and a few steamers dragged their anchors, thereby sustaining damage.

The number of lives lost has not yet been ascertained.

THE JAPANESE BOYCOTT.

VICEROY CHANG'S DESPATCH TO PEKING.

[By courtesy of the "Shung Po"]

Peking, 26th April.

Viceroy Chang Jon-chun, of Canton, has telegraphed to the Imperial Government that he has persuaded and instructed the people [under his jurisdiction] to stop the boycott.

His Excellency asks the Government to notify the Japanese Minister accordingly, so that he may not have any pretext to bring pressure to bear upon the Chinese Government.

THE EMPRESS-DOWAGER.

DESIROUS OF RELINQUISHING GOVERNMENT.

[By courtesy of the "Shung Po"]

Peking, 26th April.

At an interview between Prince Ching, Prince Chun and others, the Empress-Dowager expressed her willingness to relinquish the reins of Government.

H. E. Yuan Shih-kai strongly manifested with Her Majesty.



## Telegrams.

(Kontar.)

## The New Russian Navy.

London, 24th April.  
Russia has ordered five battleships, larger than the *Dreadnaught*, to be built on the Clyde.

## Death of General Limevitch.

General Limevitch, who commanded the Russian troops in Manchuria, is dead.

## Severe Weather in England.

Severe snow storms continue throughout the country.  
Eleven degrees of frost has been registered in Carlisle.

## The North German Lloyds.

A draft Bill in the German Bundestag provides the North German Lloyds with a further subsidy, annually, of Mks. 500,000, for a monthly service New Guinea, Australia and Japan.

## Bye Election.

Mr. Hicks, the Unionist candidate, has defeated Mr. Churchill at the Manchester bye-election by a majority of 429.

## The Indian Frontier Troubles.

General Wilcocks wires that the Mohmands were threatening to cut the British communications he attacked them with all available troops and drove them back.

British casualties 60, the enemy's casualties not reported.

## France.

25th April.

At a meeting of the Council of National Defence, at which President Fallières, General Picquart, and M. Clemenceau were present, the question of a partial substitution of regular troops by native militia in Indo-China was considered. It was decided, however, that the substitution would be unwise in view of the excitement prevailing in China.

## A SOLDIER'S INTRUSION.

ENTERS P.W.D. OFFICES FOR A SLEEP.

Before Mr. J. H. Kemp, at the Police Court, this morning, Private Arthur Albert Keeper, of the 3rd Middlesex Regiment, was charged with unlawfully entering the office of the Public Works Department on Saturday night last "with the intention of committing a felony."

Acting Inspector Fenton prosecuted. The defendant pleaded not guilty to the charge.

Au Kwai, a watchman, employed to look after the Government offices, said that about half-past eleven o'clock on Saturday, while going his rounds, he heard a noise coming from one of the offices. This aroused his suspicions, and he proceeded to investigate. Arriving outside the plans office of the Public Works Department, he found one of the windows had been broken open. Looking in, the watchman saw the defendant lying on the floor, close to a drafter's table, apparently asleep. "I was afraid to go in," continued the witness, "so I ran down as far as Ice House Street and got an Indian policeman. The latter roused the defendant, who attempted to escape, but was arrested after a short chase." Continuing, the watchman stated that earlier in the evening he saw defendant asleep on the verandah outside of the offices. He aroused him, handed him his hat, which was some distance away, and told him to go away.

His Worship—Was there anything broken?

The Watchman—Yes, one pane of glass.

Defendant remembered nothing that took place after dark. He went down on Saturday afternoon to watch the football match. Returning he visited the Naval Canton. After that he remembered nothing. He assured the Court, however, that he had no intention of stealing.

His Worship said that he was of opinion that defendant did not go there to steal. Defendant would, however, have to pay for the damage he incurred. He would pay a fine of \$10, or go to gaol for fourteen days.

## JAPANESE SUGAR.

AGREEMENT TO REDUCE THE OUTPUT.

Tokio, April 17.

The Japanese sugar companies have agreed upon a programme of action for the prevention of over-production and for co-operation in the matter of exports to Korea and China.—N. C. D. News.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 27th at 11.55 a.m.—The depression is moving N.E. across Japan.

The barometer has risen considerably to slightly over Northern and Southern China respectively.

Pressure remains high over China to the North of the Yangtze and it is still relatively low over the N. part of the China Sea.

Fresh or strong N.E. winds are likely to continue to prevail in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 5.6 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, fresh or strong, squally, some rain.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Malacca, same as No. 1.

## FLORIDA WATER TRADE-MARKS.

The third day's hearing of the case in which three men—Leung Chak Chav, Fung Fuk Tin and Lam Shan Ting—merchants, carrying on business in Des Vaux Road Central, under the style of the Kwong Sang firm, who were charged, at the instance of Messrs. Laumon and K. M. of New York, with infringing the Florida water trade-marks, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles, was continued at the Criminal Sessions this morning, before the Chief Justice—Sir Francis Jiggott.

Mr. M. W. Slade, instructed by Mr. F. B. Donson, of Messrs. Dancin, Looker and Deacon, appeared for the prosecution. Sir Henry Berkeley, K.C., instructed by Mr. H. K. H. M. H. M., was retained for the defence. Mr. W. Rees Davies, Attorney-General, watched the case for the Crown.

The jury men empanelled were:—Messrs. W. C. Logan (foreman), F. G. Chuanut, H. J. Stephens, George Hunter, E. B. Raymond, John Lemm and R. Pestonji.

On Friday last the case for the defence was closed, and this morning Sir Henry began his final address to the jury, the gist of his argument having already been published in a previous issue. He had not finished his address at the hour we went to press.

## THE RAT PLAGUE.

RESULT OF EXPERIMENTS WITH "RATIN."

Some time ago we referred to the value of "Ratin" as an agent for the extermination of rats, and the matter was brought up at the Legislative Council by His Excellency the Governor when considering the question of limiting the ravages of plague by the extermination of the rat pest, which is regarded as responsible for the dissemination of the disease. We have received the following communication which explains itself on this subject:—

RATIN BACTERIOLOGICAL LABORATORY,

17, Gracechurch Street, London,

March 28th, 1938.

Dear Sir,—I have pleasure in sending you herewith a report received recently from the Medical Officer of Health of Kharagpur. This report was issued at the instance of the Bengal Nagpur Railway, who had a supply of Ratin No. 2 sent to them and you will see that it is now definitely proved that Ratin No. 2 will retain its strength for at least six months and we are extending the time limit to this, instead of three months.

I shall be glad if you can find space for any part of this report and I am sure you will confer a great boon on many of your readers, who are so keenly alive to the necessity of exterminating the vermin, and here at any rate you have a remedy which can be shipped to the remotest parts of the world and which will spread the disease among the vermin and thereby enable everyone to properly exterminate the rats without danger to animals or human beings.

Ratin is not a poison, as is stated in the report.—Yours faithfully,

For the Ratin Laboratory,

C. OTTURU,

Manager.

The report in question is in the following terms:—

I have made a careful test of the poison for rats named "Ratin" that you sent me. I used one tin at a time and made up the contents into boluses as directed by the patentee. I give you a list of the results obtained on each day. You will see by this that the amount of "Ratin" eaten was a small proportion of that laid down, one-fourth on an average, due I think to the fact that the test was carried out in the rats, who it is very damp, and as the boluses got sodden they were not touched, and also to the fact that the rats were not hungry, the baits being chiefly placed in the market and the goods shed, where rats were most abundant and where they could get ample food. I experimented with six rats which I caught and fed with "Ratin" and they all died within 24 hours, some in 12 hours—so that there was no doubt about the efficiency of the poison. The point claimed by the patentee, that the rats which eat the poison carry it to others, was I think also proved, as about a fortnight after the poison was laid down in the goods shed, sick rats were seen to come out of their holes and die in the quarters contiguous to shed and also in the market where the poison was laid down. On making inquiries among the shopkeepers in the market and at the goods shed, I find that the people have found a decrease among the number of rats since the poison was laid down. But it is a very difficult matter to prove this, as you will see by the statistics supplied; comparatively few dead rats were found about the place but of course a number may have died out in the fields or in their holes. I don't think the test was a very fair one as it was tried three months later than it ought to have been done. It is said on the tin that the "Ratin" would be effective up to the end of April and I did not get the "Ratin" till July.

I am of opinion that the "Ratin" does what it is said to be capable of doing—viz., kills rats and causes an epidemic among them, and I think it would be a good plan to try it again. I did not want to put the houses as I was afraid that children would eat it, the small being rather sweet and the poison having the appearance of native sweets. I would recommend that the "Ratin" be brought and tried during 1938, but would urge the necessity of it not being delayed in transit and that it be tried during the cold and hot weather as I have no doubt it will be much better.

Yours truly,

(Sd.) V. S. JOHN CROLEY,

Medical Officer,

Kharagpur.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending April 11, amounted to 30,720 lbs. (100 tons) and the sales during the period to 24,701 lb. (100 tons).

## THE STATUS OF MACAO.

A striking illustration of the little ironies which occasionally make their appearance even in the grave sphere of international affairs is furnished by the fact that one of the minor European Powers has been called upon by force of circumstances to play the role of "third party intervening" in the case of the dispute between Japan and China respecting the seizure of the *Taku Maru*. It was asserted that she was lying within the limits of Portuguese jurisdiction, and the Portuguese Minister in Japan hurried from Tokyo to Peking in connection with the supposed violation of his country's rights. The incident has, as it were, thrown a searchlight upon the half-forgotten fact of the technical survival of Portugal, as a World-Power with colonial possessions scattered here and there which may at any moment—as in the present instance—develop the awkward faculty of entangling the Mother Country in grave responsibilities that it may quite conceivably be beyond her capacity to discharge.

Macao for a long time enjoyed almost a monopoly of the China trade, but this pre-eminence has fallen away, partly because of the rivalry of Hongkong, and partly because of its own insufficiency of anchorage, which serves as a substitute for the harbour accommodation so essential to the prosperity of an efficient modern seaport. Nevertheless, the importance attaching to its advantageous situation is inherent and indestructible, and makes its ownership a highly valuable national asset. To the credit of Portugal it must be said that, though only a small nation, deficient in wealth and in resources of population, a good deal has been done to consolidate and even to expand the strength of her position at Macao. When the original grant was made in 1586 by the Chinese Emperor, in gratitude for assistance given in suppression of piracy, it was subject to the payment of an annual subsidy, and though this was formally rescinded in 1863 it is characteristic of Chinese diplomatic subtlety that Portugal's title to Macao itself and to the adjacent islands Taipa and Coloane has never been explicitly admitted at Peking although the *de facto* ownership is recognised by all the Powers. In 1921 negotiations were carried on to secure an extension of the concession by a further grant of the Islands of Lappa and Dom João and of a territory known as Pac Siac; on these points Portugal was unsuccessful, but she obtained the removal of certain Customs restrictions connected with the acquisition of so useful a *pièce de terre* close to the great southern centre of Chinese trade has entered into the calculations of statesmen as a desirable stroke of policy in the event of the present owners being willing to transfer their property. Some few years ago an effort was made by the French Consul at Canton to secure the erection of a sanatorium at Macao, and permission was provisionally granted by Senhor Horta Costa, the Governor, though subsequently withdrawn by the authorities at Lisbon. An application by a French trader from Hongkong to build a brewery was likewise refused. This alleged prohibition on the part of France may be exaggerated or even imaginary, but the strength of the belief that Macao is regarded somewhat as a Nubian's vineyard, receives confirmation from a telegram published in Madrid in July, 1934, from the Manila Correspondent of the *Imparcial* stating that the United States Government had recently opened negotiations with Portugal for the purchase of Macao, but that the negotiations came to nothing owing to opposition from Great Britain. This country can claim, indeed, an interest of very long standing with regard to Macao, reaching back in fact, for more than a century. Twice during the war with Napoleon—in 1802 and in 1808—the place was occupied by British troops, and the coincidence seems worth noticing, that the second of these occasions synchronises the appointment of the Scottish poet Leyden as a Judge at Calcutta, with the temporary guardianship by his countrymen of the grotto in which Camoens, also a Colonial Judge, had written the "Lu Laid."

In any other hands than those of its present possessors Macao might well become a menace to the security of British trade in the Far East, and its sale or cession by Portugal is a contingency which cannot be regarded as improbable. It is by no means certain that it could successfully resist an attack on the part of China, and it is not so very long ago that the mainland Power despatched four gunboats and two destroyers in order to enforce the extradition of an alleged fugitive from justice. The military defence force of the place numbers less than 500 men, of whom not quite two-thirds are Europeans, and fortifications are practically non-existent. If Macao were an oceanic island its ownership would be of matter of comparatively no moment. But its position gives it an importance altogether out of proportion to its present economic standing. Its capacity for development may be said to surpass even that of Hongkong, for direct railway communication with Canton cannot permanently be postponed, and must prove of enormous advantage by increasing its utility as a point of collection and distribution for trade. In strong hands it could open up boundless possibilities of prosperity, but its present condition is one of mere helplessness and stagnation. The present owners are unable either to develop or to defend it, and it remains open to any State of serious, permanent, or perhaps even of temporary, interest in the East to acquire it by purchase or by conquest.

## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 1st proximo, at 10 o'clock a.m.

For Freight or Passage, apply to

DOUGLAS LARPAIK &amp; Co., General Managers.

Hongkong, 27th April, 1938.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUISANG."

having arrived from the above Ports, Consignee of Cargo by her is hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 2 P.M., the 28th inst., will be loaded at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Hongkong, 27th April, 1938.

## HONGKONG WHARVES.

THE VALUE OF SHARES.

To the Editor of the

North-China Daily News.

Sir,—A careful consideration of the letters of "Not a Victim" April 16, and the reply of "Kettle" April 17, might confirm the suspicion that the correspondent columns of your valuable paper are being abused in carrying out what is called in vaudeville—"team work" share jobs, masquerading as brokers, philanthropists, self-appointed guardians of others, preparing questions and answers to deal out for the amusement of the public in the same manner as the middle and end men of a minstrel show.

Most every one to whom it is of interest ought to know by this time, the position in "Wharves." The contest has been protracted over a year, so that every broker or jobber is aligned on one side or the other and in that time has argued, chafed or touted every customer, friend or any one within reach to join his side, which meant either to buy or sell until the very large majority of the Shanghai-ites, who have been accustomed or could be induced to enter the game, is in it—in the gamblers' parlance—with both feet, and a number are so deep that it spells heavy losses—perhaps ruination—if they cannot turn the tide their way? Such considerations may account for the extraordinary amount of time, money and energy now being expended upon the poor dear public—in teaching them the "actual value of wharves." The best advice which can be called disinterested is: To ask the friend or jobber who advises you to buy or sell—How many has he got—or how many is he short? I am etc.

FAIRPLAY.

Shanghai, April 27, 1938.

\* \* \* This correspondence is now closed.—Ed.

## HONGKONG GOLF CLUB.

The quarterly meeting of the Royal Hongkong Golf Club was held at Happy Valley between April 18th and April 20th when the MacEwen and Johnstone cups were played for. The following Cards were returned:—

MAC EWEN CUP.

J. P. Chater..... 89-6 83

W. D. Kraft..... 88-5 83

W. D. Kraft..... 89-5 84

31 entries.

JOHNSTONE CUP.

R. O. Hutchison (wins it)..... 3 down

C. T. Beath (rec. 4)..... 3 down

W. D. Kraft (rec. 4)..... 5 down

C. P. Chater (rec. 5)..... 5 down

H. Greig (rec. 14)..... 7 down

38 entries.

POOL.

R. O. Hutchison..... 79-1 80

J. Douglas..... 92-10 81

C. T. Beath..... 88-5 83

C. P. Chater..... 89-6 83

31 entries.

\* Tie for MacEwen Cup.

\* Winner of Johnstone Cup and Pool.

## SHIPPING AND MAILS.

MAILS DEPART.

Indian (*Onyang*) 20th inst.English (*Dalla*) 20th inst., 4 p.m.Indian (*Kumang*) 1st prox.American (*Nippon Maru*) 1st prox.German (*Prinz Sigmund*) 2nd prox.German (*York*) 4th prox., p.m.German (*Budwig*) 5th prox., p.m.Canadian (*Empress of China*) 6th prox.The Dan's s.s. *Iduna* left Shimonsaki today, and may be expected here on 2nd prox.The Imperial German Mail s.s. *Prinz Regent Luitpold*, which left here on 22nd inst., at noon, arrived at Singapore yesterday at 6 p.m.The Imperial German Mail s.s. *York* left Kobe via Nagasaki and Shanghai yesterday, p.m., and may be expected here on 4th prox.The P. M. S. S. Co.'s s.s. *Asia* sails from Yokohama on 27th inst., and is due to arrive in Hongkong via Kobe, Nagasaki and Shanghai on 6th prox.The P. & O. S. N. Co.'s s.s. *Dalla* left Singapore for this port on 25th inst., at 8 a.m., with the outward English Mails, and is due here on 29th inst., at 4 p.m.The C. P. R. Co.'s s.s. *Montague* arrived at Nagasaki at 7.30 a.m., on 27th inst., and leaves again at 4 p.m., same day, for Kobe, where she is due to arrive at 9 p.m., on 28th inst.The Imperial German Mail s.s. *Budwig* carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on 26th inst., and may be expected here on 31st prox.

## Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 29th April, 1938, at 10 a.m., at Army Ordnance Stores, Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES

AT THE ARSENAL YARD:—

COLOURED LANTERNS, WEIGHING SCALES, GUNMETAL WEIGHTS, EAR-THENWARE FILTERS, COPPER FUNNELS, LIFE BOATS, OLD MANGANESE BROZE, BRASS, GUNMETAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND-HEETS, BLANKETS, TENT DUCK, TARKED and PLAIN CANVAS, ROPE, DOORSTOP, BURNING, WOODEN, RAGS, OLD WOOD, IRON, DRUMS, and CYLINDERS, PAINT KEYS, PACKING CASES, &c., &c.

A Large Quantity of CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 27th April, 1938.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

THURSDAY,

the 30th April, 1938, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTLES with BEVELLED GLASS, SIDEBOARD and DINNER WAGGON with BEVELLED GLASS, MARBLE TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPETS and RUGS, COOKING STOVE and UTENSILS, &c., &c.

ALSO

ONE GOOD E-GLI H FREEWHEEL

BICYCLE—with First Grade Warwick Tyres, Middlemore Saddle, Lamp, Bell and Tool Bag complete.

AND

ONE UPRIGHT IRON GRAND PIANO

by The Robinson Piano Co.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 27th April, 1938.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY and SATURDAY,

the 1st and 2nd May, 1938, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising:—

CARVED CHERRYWOOD SOFAS, TABLES, CHAIRS, STANDS, MOTHER-OF-PEARL INLAID SCREENS and PANELS, SILK-EMBROIDERED SCREENS and PARASOLS, WALL HANGINGS, KINKOSAN SATSUMA VASES, BOWLS, CARVED-BRASS VASES, BOWL and VASES, IVORY CARVINGS, TORTOISE-SHELL ORNAMENTS, ART and M. KUDZU WARR, OLD IVORY NETSUKES, INK LAQUERED WARE, BUDDHAS and TEMPLE ORNAMENTS, OLD CLOISONNE VASES, &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 27th April, 1938.

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."

Captain Briller, will be despatched for the above Ports TO-MORROW, the 28th inst., at 6 a.m.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 27th April, 1938.

## S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

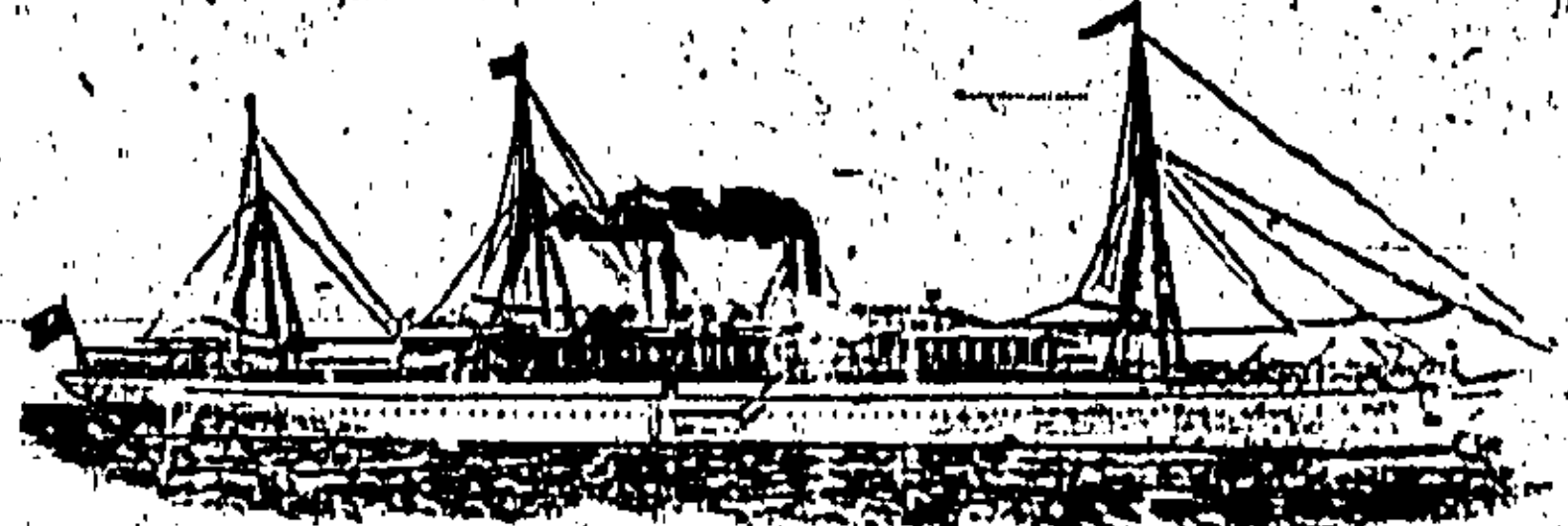
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Yarra* in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-D



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Reliability.

The only Line that maintains a Regular Schedule of service under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Oceans Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, May 7th	May 25th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, May 10th	May 18th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, May 13th	May 21st
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, May 16th	May 24th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, May 19th	May 27th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, May 22nd	May 30th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, May 25th	June 2nd
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, May 28th	June 5th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, May 31st	June 8th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, June 3rd	June 11th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, June 6th	June 14th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, June 9th	June 17th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, June 12th	June 20th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, June 15th	June 23rd
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, June 18th	June 26th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, June 21st	June 29th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, June 24th	July 2nd
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, June 27th	July 5th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, June 30th	July 8th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, July 3rd	July 11th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, July 6th	July 14th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, July 9th	July 17th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, July 12th	July 20th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, July 15th	July 23rd
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, July 18th	July 26th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, July 21st	July 29th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, July 24th	August 1st
"EMPEROR OF JAPAN" .....	6,000	MONDAY, July 27th	August 4th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, July 30th	August 7th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, August 2nd	August 10th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, August 5th	August 13th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, August 8th	August 16th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, August 11th	August 19th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, August 14th	August 22nd
"EMPEROR OF JAPAN" .....	6,000	MONDAY, August 17th	August 25th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, August 20th	August 28th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, August 23rd	August 31st
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, August 26th	September 3rd
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, August 29th	September 6th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, September 1st	September 9th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, September 4th	September 12th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, September 7th	September 15th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, September 10th	September 18th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, September 13th	September 21st
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, September 16th	September 24th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, September 19th	September 27th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, September 22nd	September 30th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, September 25th	October 3rd
"EMPEROR OF JAPAN" .....	6,000	MONDAY, September 28th	October 6th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, September 30th	October 8th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, October 1st	October 10th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, October 2nd	October 12th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, October 3rd	October 14th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, October 4th	October 16th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, October 5th	October 18th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, October 6th	October 20th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, October 7th	October 22nd
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, October 8th	October 24th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, October 9th	October 26th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, October 10th	October 28th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, October 11th	October 30th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, October 12th	November 1st
"EMPEROR OF JAPAN" .....	6,000	MONDAY, October 13th	November 3rd
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, October 14th	November 5th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, October 15th	November 7th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, October 16th	November 9th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, October 17th	November 11th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, October 18th	November 13th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, October 19th	November 15th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, October 20th	November 17th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, October 21st	November 19th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, October 22nd	November 21st
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, October 23rd	November 23rd
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, October 24th	November 25th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, October 25th	November 27th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, October 26th	November 29th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, October 27th	December 1st
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, October 28th	December 3rd
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, October 29th	December 5th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, October 30th	December 7th
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, October 31st	December 9th
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, November 1st	December 11th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, November 2nd	December 13th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, November 3rd	December 15th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, November 4th	December 17th
"EMPEROR OF JAPAN" .....	6,000	WEDNESDAY, November 5th	December 19th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, November 6th	December 21st
"EMPEROR OF JAPAN" .....	6,000	FRIDAY, November 7th	December 23rd
"EMPEROR OF JAPAN" .....	6,000	SATURDAY, November 8th	December 25th
"EMPEROR OF JAPAN" .....	6,000	SUNDAY, November 9th	December 27th
"EMPEROR OF JAPAN" .....	6,000	MONDAY, November 10th	December 29th
"EMPEROR OF JAPAN" .....	6,000	TUESDAY, November 11th	December 31st

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 32 days, from YOKOHAMA, and 39 days from HONGKONG.

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York City. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries. Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

Hongkong, 25th April, 1908. [15]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA SWATOW	"KWO VONG SANG"	TUESDAY, 28th April, Noon.
SHANGHAI	"WING SANG"	WEDNESDAY, 29th April, 4 P.M.
TIENTSIN	"CHEUNG SHING"	THURSDAY, 30th April, Noon.
SHANGHAI, YOKOHAMA, KOBE	"KUT SANG"	FRIDAY, 1st May, Daylight.
SGAPORE, PENANG & CALCUTTA	"YANG SANG"	FRIDAY, 1st May, 3 P.M.
MANILA	"YUEN SANG"	FRIDAY, 1st May, 4 P.M.
MOJJI	"LOONG SANG"	FRIDAY, 1st May, 4 P.M.
MANILA	"LOONG SANG"	FRIDAY, 1st May, 4 P.M.

RETURN TOURS TO JAPAN.

Occurring 14 DAYS.

The steamers "Kut Sang," "Yang Sang," and "Yuen Sang" leave about every 3 weeks for Shanghai and Yokohama (via Island Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Telephone No. 61. Hongkong, 27th April, 1908. [12]

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

SWATOW, TSINGTAU, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	28th April, 2 P.M.
MANILA	"TAMING"	28th " 4 P.M.
SHANGHAI	"SHAOHSING"	2nd May, "
MANILA, ZAMBOANGA & AUSTRALIA	"OHINGTJ"	11th "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 27th April, 1908. [13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 2nd May, at Noon.
RUBI	3540	Almond	"	SATURDAY, 9th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 24th April, 1908. [11]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE" .....

On or about the 31st May, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th April, 1908. [10]

## Shipping—Steamers.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINUN."

Captain A. J. Robson, will be despatched for the above Ports, TO-MORROW, the 28th inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAIRDALE & CO.,

General Managers.

Hongkong, 27th April, 1908. [46]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Capt. W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 28th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LIMITED,

Agents.

Hongkong, 27th April, 1908. [44]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "SIKH" .....

S.S. "SATSUMA" .....

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 24th April, 1908. [41]

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN"

will be despatched for the above Ports on the 7th May, 1908.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 24th April, 1908. [40]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA.

VIA

MOJJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing.

Kumari .....

Shawmut .....

Tremont .....

Saveri .....

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensure steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents

Queen's Buildings,

Hongkong, 23rd April, 1908. [19-20]

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND

ANTWERP.

THE Steamship

"DENBIGHSHIRE"

will be despatched for the above Ports, on or

about the 15th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 16th April, 1908. [45]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .....

"KWONG SAI" .....

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fan

in First Class Cabin.



[illegible]

1 Flagship of Rear-Admiral Perrin, Commander-in-Chief.									
				Gunboats.		Reserve.		Saigon	
Vipère ...	...	...	...	475	—	—	...	...	...
Lion ...	...	...	...	500	—	—	...	...	...
Balgonnette ...	...	...	...	170	—	—	...	...	...
Bouchier ...	...	...	...	140	—	—	...	...	...
Coronade ...	...	...	...	184	—	—	...	...	...
Cimetiére ...	...	...	...	140	—	—	...	...	...
Estoc ...	...	...	...	141	—	—	...	...	...
Jacquin ...	...	...	...	300	—	—	...	...	Haiphong.
Achéron ...	...	armoured gunboat	...	1,835	2	1,700	Lieut. Bertrand ...	...	Saigon
Alouette ...	...	gunboat	...	50	7	400	Commander Badin ...	...	Balgon
Comète ...	...	gunboat	...	500	6	500	Capt. L. Gervais ...	...	Saigon
Esturgeon ...	...	sub-marine	...	70	—	60	Lieut. Combet ...	...	Saigon
Fronde ...	...	destroyer	...	307	7	6,300	...	...	Saigon.
Henri Rivière ...	...	river gunboat	...	150	6	151	...	...	Haiphong
Lyph ...	...	sub-marine	...	70	—	62	Lieut. Marrs ...	...	Saigon
Mancha ...	...	surveying-ship	...	1,425	10	900	Commander Rago de la Touche ...	...	Saigon
Mousquet ...	...	destroyer	...	310	7	6,300	Commander De la Roche Kerandran ...	...	Saigon
Perle ...	...	sub-marine	...	70	—	60	Lieut. Monnier ...	...	Saigon
Pistolet ...	...	destroyer	...	310	7	7,000	Commander Mortenol ...	...	Haiphong
Profonds ...	...	sub-marine	...	0	—	50	Lieut. Morris ...	...	Saigon
Redoutable *	...	battleship, reserve	...	0 110	37	6,200	Capt. Drouot ...	...	Saigon
Styx ...	...	armoured gunboat	...	180	6	1,600	Lieut. Seriet ...	...	Saigon
Takou ...	...	destroyer	...	280	—	6,500	In Reserve ...	...	Saigon
Vauban ...	...	torpedo-depot	...	—	—	—	Commander Mortenol ...	...	Haiphong
Vigilant ...	...	torpedo-depot	...	—	—	—	Lieut. Elhal ...	...	Cap. Bailly-Jacquet



